

REMARKS/ARGUMENTS

Favorable reconsideration of this application, as presently amended and in light of the following discussion, is respectfully requested.

Claims 1-8 have been rejected under 35 U.S.C. § 112, second paragraph, as being vague and indefinite; Claims 1, 2, 5 and 6 have been rejected under 35 U.S.C. § 102 as being anticipated by Raidel; and Claims 3, 4, 7 and 8 have been rejected under 35 U.S.C. § 103 as being unpatentable over Raidel in view of Japanese Reference 6-143955. Claims 2, 4, and 6 have been canceled, without prejudice and thus, Claims 1, 3, 5, 7 and 8 remain active.

Considering first then the Examiner's rejection of Claims 1-8 under 35 U.S.C. § 112, second paragraph, it is to be noted that the language referred to by the Examiner has now been properly amended so as to claim forward resilient support means/mechanism as being deflectable.

Considering next then the rejection of Claims 1, 2, 5 and 6 under 35 U.S.C. § 102 as being anticipated by Raidel, it is to be noted that Claims 1 and 5 have been amended to specify that the forward resilient support means comprises a single leaf spring which extends forward in the vehicle to form a J-shaped bend convex forward curved portion (see page 7, lines 2-10 of the specification) to further claim that the J-shaped convex forward curved portion is spaced from the tip portion of the leaf spring. Thus, as can be appreciated from Figure 1, the bend portion 9 is formed in a single leaf spring and is based from the tip portion 6 of the single leaf spring plus to provide the frame characteristics explained in detail in the present application. This clearly differs from leaf spring 12 of Raidel which is disclosed as comprising first and second leaf springs 35, 36 which does not have a bend portion spaced from the tip portion thereof and which require a U-shaped bolt 16 and clamping block 45 to interlock the leaf spring members 35 and 36 so as to permit relative sliding movement between the engaged surfaces 48 and 49 of the respective leaf springs 35, 36. (See column 3,

lines 21-34). As described in Raidel, the relative sliding of leaf springs 35, 36 with flexure is desirable as they each have a different curvature and undergo different changes in length when flexing together. To permit sliding, the clamping block 45 is formed with a pair of space legs 50 and a bridging central portion 51. As can thus be appreciated, the single leaf spring in accordance with the present invention permits a reduction in the number of parts and thus results in a structure which is not in the scope of the disclosure in Raidel. In addition, in view of these improved spring characteristics provided by forming the leaf spring 2 as the heavy J-shaped and forward convex curved portion 9, the advantages explained at page 8, line 15 through page 9, line 9 is obtained. It is further noted that there is no suggestion in Raidel of modifying structural members mentioned above to meet Applicants' claimed limitations and such would not be obvious to one of ordinary skill in the art. In view of the foregoing, it is submitted that each of Claims 1 and 5 as well as the claims dependent therefrom clearly patentably define over Raidel as well as the remaining references of record.

Considering next then the rejection of Claims 3, 4, 7 and 8 under 35 U.S.C. § 103 as being unpatentable over Raidel in view of Japanese Reference 6-143955, it is respectfully submitted that the Japanese reference fails to rectify the deficiencies noted herein above with Raidel, it being noted that the Japanese reference has been cited solely for the idea of suspension links blocking an upper portion of an axle so as to be movable longitudinally of the vehicle. It is therefore submitted that each of Claims 3, 7 and 8 which remain active also merit indication of allowability.

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In view of the foregoing, an early and favorable Office Action is believed to be in order and the same is hereby respectfully requested.

Respectfully submitted,

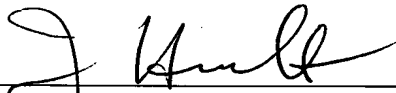
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